

Claims.

1. Device for a parking brake system for vehicles, said parking brake comprises a brake lever that can reset the
5 brake system between an active brake position and a neutral position, and also a transmission mechanism (18) to make it possible to reset the brake lever from the brake position, as the mentioned operation of the transmission mechanism (18) is dependent on the ignition system of the vehicle
10 being activated/turned on, characterised in that a blocking appliance with a blocking peg which is in blocking engagement with the transmission mechanism (18) when the appliance is not supplied with a voltage from the ignition system, and comes out of blocking engagement with the
15 mechanism (18) when a voltage is applied to the appliance.

2. Device according to claim 1, characterised in that the blocking appliance comprises a magnetic field coil (50) which is wound round the locking pin (40), and when the
20 magnetic field coil (50) is applied with a current from the ignition system, a magnetic field is formed that pulls or pushes the pin (40) out from its blocking engagement with the transmission mechanism (18).

25 3. Device according to claims 1-2, characterised in that the magnetic field is arranged to act against a spring mechanism, said spring mechanism contributes to engage the locking pin (40) in the blocking notch (44) on the release rod (18) when a voltage is not
30 applied to the coil.

4. Device according to claims 1-3, characterised in that the magnetic field coil/solenoid (50) is supplied with a voltage when a control relay (7) for the
35 magnetic field coil (50) is supplied with a voltage, said

control relay gets a voltage when the car's ignition is turned on (K2 closes), said voltage which is applied to the relays and the magnetic field coil is a direct current (DC).

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5. Device according to claims 1-4,
characterised in that the transmission mechanism is formed by an extended rod (18) that comprises a recess or notch (44) which can accommodate the locking pin (40) when this
10 is activated to the locking position of the brake.

6. Device according to any of the preceding claims,
characterised in that the release rod (18) comprises a forward rod section (18a) and a rear rod section (18b),
15 said rod sections (18a,18b) are not mutually connected, and the recess (44) is formed by a segment of the rear part of section (18a) and the forward part of section (18b), respectively, being cut away.

20 7. Device according to any of the preceding claims,
characterised in that the rear rod section (18b) is mounted in a locking catch (22) that, for the operation of the brake itself, is rotary mounted around an axis of rotation (24) in the rear frame part (11) of the lever/rod (10;18).

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9. Device according to any of the preceding claims,
characterised in that the release rod is a hand-operated brake lever (10) which is arranged to be pulled in the longitudinal direction between the two positions, or to
30 rotate around a fulcrum (14) between the two positions.

10. Device according to any of the preceding claims,
characterised in that the user operates the rod (18) by way of a push-button (20) in the one rod end.

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11. Device according to any of the preceding claims,
characterised in that it is applied in connection with a brake lever that is placed in the dashboard and is pulled

out to a position where a locking pin locks the lever, as the locking pin is controlled between blocking position and neutral position as given in the preceding claims.